

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXV. No. 5068. 號九廿月九年九十七百八千一英

HONGKONG, MONDAY, SEPTEMBER 29, 1879.

日四十月八年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALAB, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GORON, Ludgate Circus, E. C. BAKER, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE:—LEON DE ROBERT, 18, Rue Monsieur, Paris.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BRAN & BLACK, San Francisco.

SINGAPORE AND STRAITS:—SAYLE & Co., Square, Singapore. C. HENNING & Co., Manila.

CHINA:—Macao, Messrs A. A. DE MELO & Co., Siam, CAMPBELL & Co., Amoy, WILSON, NICHOLLS & Co., Foochow, HEDEN & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.  
RESERVE FUND, 1,400,000 Dollars.

#### COURT OF DIRECTORS.

Chairman—W. H. FORBES, Esq.  
Deputy Chairman—Hon. W. KESWICK.  
E. R. BELLING, Esq. WILHELM REINHARD, Esq.  
H. L. DABRYMPLE, Esq. F. D. SASSOON, Esq.  
H. HOFFMANN, Esq. W. S. YOUNG, Esq.  
A. McIVER, Esq.

#### CHIEF MANAGER.

Hongkong, THOMAS JACKSON, Esq.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

#### HONGKONG.

##### INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

#### LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager.

Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, August 16, 1879.

## NOTICE.

### ORIENTAL BANK CORPORATION.

THE AGENCY of this BANK at Foochow will be CLOSED and WITHDRAWN from 1st July next.

CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.

GEO. O. SCOTT,  
p. Manager.

Oriental Bank Corporation,  
Hongkong, May 28, 1879.

### COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1843.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £3,200,000.

RESERVE FUND, £800,000.

HEAD OFFICE—14, Rue Bergère, PARIS.

#### AGENCIES AND BRANCHES at:

LONDON, BOURBON, SAN FRANCISCO,  
MARSEILLE, BOMBAY, HONGKONG,  
LYONS, CALCUTTA, HANKOW,  
NANTES, SHANGHAI, FOOCHEW.

#### LONDON BANKERS:

THE BANK OF ENGLAND.  
THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.

K. G. VOULLEMONT,  
Manager, Shanghai.

Hongkong, May 20, 1879.

## Banks.

### ORIENTAL BANK CORPORATION.

(Incorporated by Royal Charter.)

PAID-UP CAPITAL, £1,500,000.

#### RATES OF INTEREST ALLOWED ON DEPOSITS.

At 3 months' notice 3½ per Annum.  
" 6 " " 4½ " "  
" 12 " " 5 " "

Current Accounts kept on Terms which may be learnt on application.

GEO. O. SCOTT,  
Acting Manager.

Oriental Bank Corporation,  
Hongkong, September 4, 1879.

### CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—

For 12 months, 5 per cent. per annum.  
" 6 " 4 per cent. " "  
" 3 " 2 per cent. " "

H. H. NELSON,  
Manager.

Hongkong, May 31, 1879.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £800,000.  
RESERVE FUND, £150,000.

#### BANKERS.

##### THE BANK OF ENGLAND.

##### THE CITY BANK.

##### THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

#### RATES OF INTEREST ALLOWED ON DEPOSITS.

On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

## Entertainment.

### V. R.

### GARRISON THEATRE.

BY Kind Permission of COLONEL W. J. STUART, Commanding Troops in China and the Straits Settlements,

#### THE

### GARRISON DRAMATIC CLUB

Respectfully announce to the Garrison and Public their intention of giving a PERFORMANCE

#### IN THE ABOVE THEATRE,

#### ON

#### TUESDAY

#### —AND—

#### WEDNESDAY,

the 30th Sept. and 1st Oct., 1879.

THE PERFORMANCE will commence each Evening with the LAUGHABLE AND ENTERTAINING FARCE in Two Acts, entitled

#### THE

### UNFINISHED GENTLEMAN.

To conclude each Evening with the LITTLE EASTERN FAROICAL EXTRAVAGANZA, entitled

#### THE PACHA OF PIMLICO.

By Kind Permission of LIEUT. COLONEL GEDDES and OFFICERS, a Portion of the BAND of the 27th INFANTRY REGIMENT will attend.

Prices of Admission:—  
First Seats, One Dollar.  
Second do., 50 Cents.  
Third do., 25 " "

Doors Open at 8.30 p.m.  
To Commence at 9.00 " "

#### PUNKAS.

"GOD SAVE THE QUEEN."  
Hongkong, September 25, 1879. oc2

## NOTICE.

THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as

#### AUCTIONEER, APPRAISER

#### AND

#### COMMISSION AGENT.

ALL GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.

G. R. LAMBERT.

Hongkong, July 1, 1879.

## Auctions.

### PUBLIC AUCTION.

### GENERAL WEEKLY SALE.

THE Undersigned will sell by Public Auction, on

#### TUESDAY,

the 30th September, at Noon, at his Sales Rooms, Peddar's Wharf,—

An Invoice of ASSORTED KEROSENE HANGING LAMPS, Decorated Table Lamps, Hand Lamps, Night Lamps, etc., etc.

100 boxes Stearine Candles.  
300 doz. Huckaback Towels.  
200 boxes Old Brown Windsor Soap.  
150 boxes Each 28-lbs. Yellow Soap.  
5 cases English Hams in tin-lined Cases.

50 cases Old Pale Brandy.  
Old Tom, Ginger Wine, Liqueurs, Beer, etc., etc.

An Invoice of CUT-GLASS TUMBLERS, Pressed Tumblers, Soda Tumblers, Porcelain Mugs, Caps and Saucers, Candlesticks, etc.

50 drums Hubbard's Pale Boiled Linseed Oil.

An Invoice of MERINO and COTTON UNDERSHIRTS, White Cotton Socks, White Shirts, Silk Umbrellas, all Wool Flannel, Tweeds, Meltons, Wool Scarves, Wool Mitts, etc., etc.

10 barrels Prime Mess Pork.  
8 cases Bath Bricks.

Morton's Oilman's Stores, and Provisions.

An Invoice of TOYS, comprising: Musical and Mechanical Moving Ships, Paris Exhibition and Moving Carriages, Plain Tin Toys of great variety.

1 case India Rubber BALLS, assorted sizes.

An Invoice of HANDSOME GILT BON-BON BOXES, Decorated, Pink Decorated and Gilt Vases, Sideroleth Goods in great variety, Decorated Flower Pots, Vases, etc., etc.

1 cask Copper Globe Lanterns.  
50 Revolvers and Cartridges.

Also,  
(For account of the concerned.)  
15 cases Quarts BEER.  
5 cases Pints BEER.

And a Variety of Other GOODS.

TERMS.—Cash on delivery.

G. R. LAMBERT,  
Auctioneer.

Hongkong, Sept. 27, 1879. se30

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract,—

THE HONGKONG DISTILLERY, Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE

PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected specially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON,

Solicitors, Supreme Court House, Hongkong.

Hongkong, March 5, 1879.

## For Sale.

### FOR SALE.

THEOPHILE ROEDERER & Co.'s CHAMPAGNE, awarded the

GOLD MEDAL at the PARIS EXHIBITION.

DRY VERZENAY MOUSSEUX: Quarts, \$17 per Case of 1 doz.

Pints, \$18 " " of 2 doz.

MEYER & Co., Agents.

Hongkong, August 21, 1879. 21fe80

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.

GIBB, LIVINGSTON & Co.

Hongkong, May 26, 1879.

## WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.

CHINA MAIL Office.

## Intimations.

### HONGKONG ARTILLERY VOLUNTEERS.

ORDERLY ROOM, 24th Sept., 1879.  
DRILL for the WINTER MONTHS will Commence on WEDNESDAY EVENING, the 1st of October. Muster at the ORDERLY ROOM at 8.45 p.m. for Inspection Parade.

UNIFORM, White and Forage Cap, Rifle and Side Arms. A full attendance is particularly requested as arrangements for future Drills will then be made.

GENTLEMEN desirous of joining are requested to attend at the Orderly Room as above, to give their Names to the Commanding Officer.

A. COXON,  
oc1 Captain-Commandant H. K. A. V.

### IN THE SUPREME COURT OF HONGKONG.

### IN BANKRUPTCY.

In the Matter of the Estate of WILLIAM PUSTAU, a Bankrupt.

NOTICE is hereby given, that a MEETING of the CREDITORS in the above Estate will be held before the Honorable CHARLES BUSEY PUNKE, Official Assignee, at the Registrar's Office in the Supreme Court House, on WEDNESDAY, the 1st day of October next, at Eleven of the clock in the Forenoon, for the purpose of Considering the most advisable Steps to be taken for distributing the Assets of the Estate.

Dated the 17th day of September, 1879.

BREKTON & WOTTON,

oc1 Solicitors for the Official Assignee, 29 QUEEN'S ROAD.

### HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

### NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in an Account of Business contributed during the Half-year ended 30th June, 1879, on or before September 30th, on which date the Accounts will be closed.

By Order of the Board of Directors,  
D. GILLIES,  
Secretary.

Hongkong, September 3, 1879. se30

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving Hongkong on the 1st of April next, and returning about 1st November.

Hongkong, February 10, 1879.

## NOTICE.

FROM the 1st of OCTOBER, DR. EASTLACK will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

Hongkong, September 23, 1879.

## Shipping.

### Steamers.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship "NESTOR,"

Captain T. W. FREEMAN, will be despatched on 30th Inst. at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 27, 1879. se30

### FOR AMOY.

The Steamship "ESMERALDA,"

Capt. TALBOT, shortly due, will have immediate despatch for the above Port.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, September 22, 1879.

### OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.  
(Taking Cargo and Passengers at through rates for HANKOW and Ports on the YANGTSE.)

The Company's Steamship "DEUCALION,"

Captain R. J. BROWN, will be despatched on or about the 1st Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 23, 1879.

## Shipping.

### Steamers.

FOR SWATOW, AMOY & FOOCHEW.  
The Steamship "DOUGLAS,"

Capt. YOUNG, will be despatched for the above Ports on WEDNESDAY, the 1st prox., at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.

Hongkong, September 27, 1879. oc1

### FOR PORT DARWIN, COOKTOWN, SYDNEY AND MELBOURNE.

The Eastern and Australian Mail Steam Co.'s Steamer "MENMUIR,"

will be despatched as above on THURSDAY, the 9th October, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 16, 1879. oc9

### FOR BRISBANE, SYDNEY AND MELBOURNE.

(Calling off the usual AUSTRALIAN COAST Ports.)

The Eastern and Australian Mail Steam Co.'s Steamer "SOMERSET,"

will be despatched as above from SINGAPORE, on or about the 12th October.

For Freight or Passage, apply to the Undersigned, who will sign through Bills of Lading.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 16, 1879.

### OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
The Company's Steamship "JAX,"

Captain R. F. SCALE, will be despatched on or about the 13th Proximo.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, September 20, 1879.

### OCCIDENTAL & ORIENTAL S. S. COMPANY.

NOTICE.  
The Steamship "OCEANIC,"

Captain J. METCALFE, will be despatched on or about October 20th, 1879.

FIRST-CLASS FARE to LONDON, \$300.

For Freight or Passage, apply to the AGENT of the Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,  
Acting Agent.

Hongkong, August 22, 1879.

### COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "TANAIIS,"

Commandant DE LA MARCELLE, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 23, 1879.

## Sailing Vessels.

### FOR NEW YORK.

The 41 British Bark "GLAMORGANSHIRE,"

ANGEAR, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL & Co.

Hongkong, September 25, 1879.

### FOR HAMBURG.

The 41 German Bark "HANS,"

LE MOULTE, Master, will load here for the above Port



## For Sale.

**MacEWEN, FRICKEL & Co.,**  
13 QUEEN'S ROAD, AND 22 PRAYA,  
Beg to direct special attention to their well  
selected Stock of  
**WINES, SPIRITS, &c.**

**CUTLER PALMER & Co.'s "CARTE  
BLANCHE,"**  
**HEIDSIECK & Co.'s MONOPOLÉ,**  
Pints and Quarts.  
**A. DOLPHE COLLINS BOUZY**  
CABINET.  
**MUMM'S (JULES) CHAM-**  
**PAGNE,** Pints and Quarts.

## POMMERY

## AND

## G

## RENO'S

## CHAMPAGNE.

## NEVEN'S (BODEN)

## BOUZY, Pts. &amp; Qts.

## E

## XTRA SEC. Quarts.

**CHARLES HEIDSIECK'S WHITE SEAL,**  
Pints and Quarts.  
**VEUVE CLUQUOT PONSARDIN,** Pints  
and Quarts.  
**THEOPHILE ROEDERER & Co.'s VER-**  
**ZENAY MOUSSEUX,** Pts. & Qts.  
**KRUG'S CHAMPAGNE,** Pints and Quarts.

**MacEWEN, FRICKEL & Co.**

**CUTLER PALMER & Co.'s CHA-**  
**TEAU MOUTON.**

**LORMONT,** Pints

**AND Quarts.**

**RAUZAN (CHATEAU),** Pints and Quarts.

**ERMITAGE LUDON.**

**THIBCEUF (CHATEAU),** Pints & Quarts.

**CHATEAU LAROSE (CURCIER AND**  
**ADER'S),** Pints and Quarts.

**CHATEAU LAPITE,** Pints & Quarts.

**IRRES GRAVES,** Pints and Quarts.

**BREAKFAST CLARET,** Pts. & Qts.

**OLD INVALID CLARET.**

**ST. JULIEN, &c., &c.**

**BREAKFAST CLARET.**

**MacEWEN, FRICKEL & Co.**

**BURGANDY, HOCK, SHERRIES,**  
&c.

**Chain-**

**berlin, Chablis**

**(White), Liebfraumlich,**

**Hockheimer, Niersteiner,**

**Steinberger Cabinet, Rudesheimer**

**Berg, Koenig Victoria Berg, Cha-**

**teau Quern, Grand vin, Haut Sauterne,**

**Marsala, Saccos's Pale Dry White**

**Seal Sherry, Yellow Seal Amont-**

**illado Sherry, Cutler Palmer**

**and Co.'s Sherry, In-**

**valid Port (1848),**

**Hunt's Port.**

**MacEWEN, FRICKEL & Co.**

**BRANDY, WHISKY, LIQUEURS,**  
&c.

**1, 2**

**and 3 star**

**HENNESSY'S**

**BRANDY, LA**

**GRANDE MARQUE**

**BRANDY, CUTLER**

**PALMER & Co.'s BRANDY,**

**ROUYER GUILLET & Co.'s**

**BRANDY, 1 to 4 stars, Finest**

**Old Bourbon WHISKY, highly**

**recommended, KINAHAN'S LL Irish**

**WHISKY, JAMESON'S Irish WHISKY,**

**Royal GLENDE WHISKY, AVH GIN,**

**SWINE BORD and Co.'s OLD TOM**

**GIN, LA GRANDE CHARTREUSE,**

**Green and Yellow; MARAS-**

**CHINO DE ZARA, CURA-**

**CAO, Pints and Quarts;**

**ANGOSTURA,**

**BOKER'S and**

**ORANGE**

**BITTERS,**

**&c., &c., &c.**

**MacEWEN, FRICKEL & Co.**

**ERATED WATERS.**

**SODA WATER,**

**LEMONADE,**

**TONIC WATER,**

**SARSAPARILLA,**

**&c., &c., &c.**

**The**

**Finest Stock**

**of CIGARS, CAVITE**

**CHEROOTS, PRINCESA**

**CHEROOTS, PRINCESA CIGARS,**

**AROGUROS, YEGUROS, &c., &c.**

**All Specially Selected, CABLE COIL**

**TOBACCO (Very Fine), EM-**

**PRESS OF INDIA,**

**AND BEST**

**NAVY.**

**MacEWEN, FRICKEL & Co.**

**CROSSE & BLACKWELL'S,**

**MOIR'S, and**

**AMERICAN HOUSEHOLD STORES.**

**SHIPS' STORES of every Description.**

**HEMP, and COTTON, CANVAS.**

**RUSSIAN, MANILA, and WIRE ROPE.**

**SAIL-MAKING, and RIGGING promptly**

**executed.**

**MacEWEN, FRICKEL & Co.**

**Hongkong, September 20, 1879.**

## Intimations.

**CHINA FIRE INSURANCE COM-**  
**PANY, LIMITED.**

ADJUSTMENT OF BONUS FOR THE YEAR  
1878, AND TO THE 30TH JUNE, 1879.

**SHAREHOLDERS** in the above Com-  
pany are requested to furnish the  
Undersigned with the List of their Con-  
tributions from the 1st January, 1878, to  
the 30th June, 1879. In Order that the  
Portion of the NET PROFITS to be Re-  
served for CONTRIBUTORS may be ar-  
ranged. Returns not rendered prior to the  
31st OCTOBER NEXT will be adjusted by  
the Company, and no Claims or Alterations  
will be subsequently admitted.

**JAS. B. COUGHTRIE,**  
Secretary.  
Hongkong, August 2, 1879. nol

## NOTICE.

**THE Undersigned has been appointed**  
**AGENT for the SAN FRANCISCO BOARD**  
**OF UNDERWRITERS.**

**WILLIAM NOTT.**  
Hongkong, September 4, 1879. oc4

**Notice to Consignees.**

**OCCIDENTAL & ORIENTAL S. S.**  
**COMPANY.**

## NOTICE.

**CONSIGNEES** of Cargo per Steamship  
**GABRIEL**, from San Francisco,  
are hereby requested to send in their Bills  
of Lading for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding discharge of the Steamer  
will be landed and stored at Consignees'  
risk and expense.

**H. M. BLANCHARD,**  
Acting Agent.  
Hongkong, September 24, 1879. oc1

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**

**NOTICE TO CONSIGNES.**

**CONSIGNEES** of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

**Ex Peiho.**

**S. (in diamond) 1 parcel Samples, from**  
**M (in diamond) 1 Shanghai.**

**Ex Tigre.**

**MF (in diamond) No. 40, 1 case Cottons,**  
**JHH (in diamond) Order, from L'don.**  
**AME (in diamond) No. 20, 1 case Hosiery,**  
**WMC (in diamond) Order, from L'don.**  
**AME (in diamond) No. 21, 1 case Ink,**  
**HCS (in diamond) Order, from L'don.**  
**AME (in diamond) No. 22, 1 case Boots,**  
**JDS (in diamond) Order, from L'don.**  
**EETC (Eastern Extension Telegraph Co.) 1**  
**case Samples, Order, from L'don.**

**G. DE CRAMPEAUX,**  
Agent.  
Hongkong, September 26, 1879.

**Not Responsible for Debts.**

**Neither the Captain, the Agents, nor**  
**Owners will be Responsible for any**  
**Debt contracted by the Officers or Crew**  
**of the following Vessels, during their stay**  
**in Hongkong Harbour:—**

**ALEXANDER YEATS, Canadian ship, Capt.**  
**J. W. Dunham.—P. & O. S. N. Co.**

**TWILIGHT, American ship, Capt. W. C.**  
**Watland.—Douglas, Lapraik & Co.**

**KIRKLAND, British barque, Captain T.**  
**Colledge.—Wielor & Co.**

**WM. H. DEITZ, American barkentine,**  
**Capt. Endicott.—Chong Woo.**

**PATTERDALE, British steamer, Capt. W.**  
**E. Bentley.—Jardine, Matheson & Co.**

**To-day's Advertisements.**

## NOTICE.

**JOHN JACK'S CELEBRATED**  
**COMPANY,**

Will arrive by S.S. *Orestes* on or about  
8th October.

**FOR A FEW NIGHTS ONLY**  
**JOHN JACK'S DRAMATIC COMPANY.**

**First appearance of the beautiful and won-**  
**derfully versatile Actress and Vocalist**  
**MISS ANNIE FRIMIN**

**and the Popular Comedian**  
**MR JOHN JACK,**

Who have been honoured with Distinguished  
and Crowded Houses in America, New  
Zealand, the Australian Colonies, and  
throughout India, supported by the follow-  
ing Artists from the PRINCIPAL LONDON  
THEATRES:—

**MISS EMILY BLAIN, Mr G. CROFTON,**  
**Mrs NORVILLE, Mr H. BROOKES,**  
**LITTLE MISS MAY, Mr GEO. NORVILLE,**  
**MISS MINNIE NORDY, AND**  
**(Solo Pianiste) MR FRANK STUART.**

Who will appear in their most perfect and  
complete representation of  
BYRON'S WORLD RENOWNED COMEDY,  
in Three Acts, entitled

## OUR BOYS.

Hongkong, September 29, 1879.

**FROM LONDON AND SINGAPORE.**

**THE S. S. Glenearn** having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods—  
with the exception of Opium—are being  
landed at their risk into the Godown  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before  
3 p.m. To-day.

Cargo remaining undelivered after the  
6th Proximo will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co.**

Hongkong, September 29, 1879. oc3

**THE Undersigned has been appointed**  
**AGENT for the SAN FRANCISCO BOARD**  
**OF UNDERWRITERS.**

**WILLIAM NOTT.**  
Hongkong, September 4, 1879. oc4

**Notice to Consignees.**

**OCCIDENTAL & ORIENTAL S. S.**  
**COMPANY.**

**NOTICE.**

**CONSIGNEES** of Cargo per Steamship  
**GABRIEL**, from San Francisco,  
are hereby requested to send in their Bills  
of Lading for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding discharge of the Steamer  
will be landed and stored at Consignees'  
risk and expense.

**H. M. BLANCHARD,**  
Acting Agent.  
Hongkong, September 24, 1879. oc1

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**

**NOTICE TO CONSIGNES.**

**CONSIGNEES** of the following Cargo  
are requested to send in their Bills of  
Lading to the Undersigned for counter-  
signature, and take immediate delivery.  
This Cargo has been landed and stored at  
their risk and expense.

**Ex Peiho.**

**S. (in diamond) 1 parcel Samples, from**  
**M (in diamond) 1 Shanghai.**

**Ex Tigre.**

**MF (in diamond) No. 40, 1 case Cottons,**  
**JHH (in diamond) Order, from L'don.**  
**AME (in diamond) No. 20, 1 case Hosiery,**  
**WMC (in diamond) Order, from L'don.**  
**AME (in diamond) No. 21, 1 case Ink,**  
**HCS (in diamond) Order, from L'don.**  
**AME (in diamond) No. 22, 1 case Boots,**  
**JDS (in diamond) Order, from L'don.**  
**EETC (Eastern Extension Telegraph Co.) 1**  
**case Samples, Order, from L'don.**

**G. DE CRAMPEAUX,**  
Agent.  
Hongkong, September 26, 1879.

**Not Responsible for Debts.**

**Neither the Captain, the Agents, nor**  
**Owners will be Responsible for any**  
**Debt contracted by the Officers or Crew**  
**of the following Vessels, during their stay**  
**in Hongkong Harbour:—**

**ALEXANDER YEATS, Canadian ship, Capt.**  
**J. W. Dunham.—P. & O. S. N. Co.**

**TWILIGHT, American ship, Capt. W. C.**  
**Watland.—Douglas, Lapraik & Co.**

**KIRKLAND, British barque, Captain T.**  
**Colledge.—Wielor & Co.**

**WM. H. DEITZ, American barkentine,**  
**Capt. Endicott.—Chong Woo.**

**PATTERDALE, British steamer, Capt. W.**  
**E. Bentley.—Jardine, Matheson & Co.**

**To-day's Advertisements.**

**NOTICE.**

**JOHN JACK'S CELEBRATED**  
**COMPANY,**

Will arrive by S.S. *Orestes* on or about  
8th October.

**FOR A FEW NIGHTS ONLY**  
**JOHN JACK'S DRAMATIC COMPANY.**

**First appearance of the beautiful and won-**  
**derfully versatile Actress and Vocalist**  
**MISS ANNIE FRIMIN**

**and the Popular Comedian**  
**MR JOHN JACK,**

Who have been honoured with Distinguished  
and Crowded Houses in America, New  
Zealand, the Australian Colonies, and  
throughout India, supported by the follow-  
ing Artists from the PRINCIPAL LONDON  
THEATRES:—

**MISS EMILY BLAIN, Mr G. CROFTON,**  
**Mrs NORVILLE, Mr H. BROOKES,**  
**LITTLE MISS MAY, Mr GEO. NORVILLE,**  
**MISS MINNIE NORDY, AND**  
**(Solo Pianiste) MR FRANK STUART.**

Who will appear in their most perfect and  
complete representation of  
BYRON'S WORLD RENOWNED COMEDY,  
in Three Acts, entitled

**OUR BOYS.**

Hongkong, September 29, 1879.

**FROM LONDON AND SINGAPORE.**

**THE S. S. Glenearn** having arrived from  
the above Ports, Consignees of Cargo  
are hereby informed that their Goods—  
with the exception of Opium—are being  
landed at their risk into the Godown  
of the Undersigned, whence and/or from  
the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless  
notice to the contrary be given before  
3 p.m. To-day.

Cargo remaining undelivered after the  
6th Proximo will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by

**JARDINE, MATHESON & Co.**

Hongkong, September 29, 1879. oc3

**THE Undersigned has been appointed**  
**AGENT for the SAN FRANCISCO BOARD**  
**OF UNDERWRITERS.**

**WILLIAM NOTT.**  
Hongkong, September 4, 1879. oc4

**Notice to Consignees.**

**OCCIDENTAL & ORIENTAL S. S.**  
**COMPANY.**

**NOTICE.**

**CONSIGNEES** of Cargo per Steamship  
**GABRIEL**, from San Francisco,  
are hereby requested to send in their Bills  
of Lading for countersignature, and to take  
immediate delivery of their Goods.  
Cargo impeding discharge of the Steamer  
will be landed and stored at Consignees'  
risk and expense.

**H. M. BLANCHARD,**  
Acting Agent.  
Hongkong, September 24, 1879. oc1

**COMPAGNIE DES MESSAGERIES**  
**MARITIMES.**

**NOTICE TO CONSIGNES.**

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Lading to the Undersigned for counter-  
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This Cargo has been landed and stored at  
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**Debt contracted by the Officers or Crew**  
**of the following Vessels, during their stay**  
**in Hongkong Harbour**



supper." I went into the fore-cabin. I said nothing else then. The first mate and second came to the fore-cabin and asked me if I was not going to grease the mainmast too. The mate took me by the arm and took me aft to the after hatch into the half-deck and said, "Clear away that sail." I did so. There were iron rods on a bolt in the beam; he said, "Put your hands up there." I did so and he looked the iron. The Captain was forward then. I was about a fathom away from the hatchway. The half-deck is only 4 feet high, so that I could not stand upright. When tired I stooped down and the strain was then on my wrists. The first mate and third came to me at eight o'clock and told me to go to the stanchion further aft. Shortly before that the third officer had brought me some water and a biscuit. I was then placed with my back to a stanchion, and my hands were fastened behind me by the mate. I was in that position until midnight. About ten o'clock I called out, "Deck boy." The second mate looked down and asked me what I wanted. I told him my hands were dying and asked to be released. The Captain saw me while I was in irons and asked me how that suited me. At 12 o'clock the mate took my irons off, turned me round and wound my arms round the stanchion in front. When the mate came to do this he found me lying with my head on the ground. He said, "Why are you lying there?" I said I could not help it. I was kept in that position until 6 a.m. The mate then came to me and attached my wrists to the bolt in the beam where I had been before. The mate brought me a biscuit again and some water. I felt bad and could not eat it. The mate said, "Are you going to grease the mainmast down?" I said I was not able as I was injured from the effect of the irons. Where I was there were all sorts of ship's stores; coals were stowed under where I was. The hatch was off for ventilation during the day and on at night. I could not sleep being in such an uncomfortable position. At noon the mate removed me, the irons were kept on but I was not fastened to anything. He asked me if I wanted anything to eat. I said, "No; there is the biscuit still." I was asked to turn to several times, but I was not able to work. In the afternoon the Captain came to me and after saying something to me he kicked me while I was lying down. I saw him three times that day. The third time he said, "If it were not for your crazy head I would lick you as long as I could stand over you." About 7 p.m. my right hand was tied up to the bolt in the beam. A drop was put in the bolt to enable me to lie down. At midnight a bucket was brought me to make water in. I had called out that I wanted something. I was kept with one hand tied up until daylight. The mate then handcuffed me, but did not make me fast to anything. I ate a piece of biscuit at that time. At about 9 a.m. I was visited by the mate. I went on deck and saw the Captain, who said, "Will you grease the mainmast now?" I said I could not. He sent me aft then and as I was going he kicked me. I went to the wheel and steered the ship until noon. I then had some pea-soup, coffee, and biscuit. I was then ordered to grease the main and mizen masts, and then I had to go to the wheel and I remained there until 6 p.m. I don't recollect the date, but one day I was cleaning painted work. The mate had a torch for heating the paint. We had a few words about the work, when he pushed the torch in my face.

No question by either accused.  
Bruno Stark: I am an ordinary seaman on board the *Homewood*. I saw the irons on last witness. His hands were tried up to a beam.  
The first prisoner, being called on for his defence, said:—I must admit that the complainant was in irons as stated. I did not know the whole of what was being done.  
The second defendant said: Complainant had refused to grease the mainmast. I put him in irons without consulting the Captain. About ten o'clock I went to complainant and asked him to turn to. He wouldn't answer me. I deny having put the torch in complainant's face. Complainant did his work carefully, cutting into the woodwork with his scraper.  
After hearing Mr Caldwell, His Worship said he could say no more than he had said on Friday. The two defendants would have each to pay a fine of \$5, or suffer one month's imprisonment; the complainant to be discharged from the ship.

[The Magistrate's words on Friday were that the master and men had dealt out harsh and cruel treatment to this present complainant.]

#### A LESS SERIOUS CHARGE.

The same defendants were next charged at the instance of Bruno Stark, sea-bau of the *Homewood*, for assaulting and beating him on various occasions on the high seas. In this case also Mr Caldwell appeared for the complainant.  
Complainant sworn said:—I am an ordinary seaman on board the *Homewood*. The first occasion on which I was ill-treated was the 23rd July. About a quarter to 7 we were setting sail, and I had hold only of a bare end of the rope. I had an open wart on my finger, which made me slip the rope when the ship rolled. The mate took me by the ears and shook me and struck me with his clenched fist, leaving a black mark. On the 12th August I was at the wheel, on the mate's watch. I admit I might have let her 14 pt. or 2 pt. off the course, although I was steering to the best of my ability and with great care. There was a heavy sea on and little wind. He asked me why I was not steering as well as usual; I said I was steering as well as I could. He hit me on the right eye with his open fist. Again on the 23rd the Captain told me to bring down some ratline stokes; I did so. It was then twenty minutes past my time to go below. He called me a Dutch bound, seized me by the throat, pushed me back to the ban, fall and made that fast to my waist; I was there till 12 o'clock standing all the time. I got no supper. At 12 he told the mate to let me free. He then asked me to go and do the work then. I said I could not as I was in pain, he had tied the rope too tight. I said I would show him the marks if he liked. He said I had no marks, and that he would make me able enough to do it. He got hold of me and pulled me backwards and forwards several times with all his force, and kicked me several times. At four o'clock when called I said I was unable to work. The mate dragged me out by the shirt, dragged me by the ear and laid along the deck the ventilator. I said "Let me sit down, I feel pain." He said "I'll make you stand up." He took me by the ears and held me up.

The Captain came out to see what the row was, told the mate to let me sit down, and gave me a glass of pain-killer. The Captain and mate too were good enough until this affair happened with Hendrickson.  
Peter Hansen, seaman on board, corroborated the evidence of complainant as to the lashing of the former up to the bangfall by the Captain. He saw Stark lashed up, and he was there when witness went below at 8 o'clock. He was not there when he went to the wheel again at midnight.  
Peter Rollins gave evidence as to the Captain throwing the man about; did not hear the complainant tell the Captain that he had pain. He also saw the complainant lashed to the rail. Next day he saw blood on complainant's shirt round the waist.  
Witness desired to launch into some long story as to the Captain offering some man \$20 to day not to bring up witnesses, or come as a witness himself.  
The Court told him to bring a complaint if he desired.  
Oliver Andersen corroborated the evidence as to the mate hauling complainant out of bed; he thought it was by the leg. He (witness) was half asleep and half awake at the time.  
The Magistrate, addressing the defendants, said the principal charge against them was that they had lashed this man to the rail in what had been described as an unnecessarily cruel manner. What had they got to say?  
The Captain said this man had been aloft doing something and while he was coming down, he (the Captain) called his attention to a loose gasket and told him to see to it. Whether he heard the order or not he could not say; but he paid no attention to it. When he came down he asked him why he had not done as he was told. He said he would see him d—d before he did it. He then told him he would get no supper until he did it. He said he would rather die than give in and do it. He (defendant) then took the whip of the bangfall and passed it round complainant's body; it was not tightly round him and could not possibly have hurt him. At 12 o'clock he was released; then he said he would not work. Defendant then said: "Guess I'll make you work," and took hold of him by the shoulder, upon which he walked quietly aft to the poop. At twelve o'clock he (defendant) came on deck and found this same man in a row again. He asked what was the matter now. Having the matter explained to him he told the mate to let him alone and let him sit down. He was told to go to the wheel house, and although he was talking of pains as well as any man could. As soon as it was light he gave him some medicine. He wished to add that until this affair arose about the man Hendrickson the complainant was a remarkably good lad; a better lad he could not wish to have aboard his ship; but he had got led astray in some way about that affair; the man had made a great confidant of him and so on.  
The second defendant, the mate, admitted pulling the complainant out of his bunk to go to work. He used no violence to him, but had his hand on his shoulder when walking to the wheel. He said he would not and could not walk; he gave no reason, said nothing about being unable from pain. The man who was at the wheel would speak to this.  
Wm. Chubb, who was at the wheel and saw the mate bring the complainant aft to the wheel-house, said he saw no violence used by the mate.  
Cross-examined:—I cannot say whether the mate had his hand on him at the time; it was dark. When the man let go the rope he got nothing for it; he was not struck.  
Mr Caldwell: The case rested mainly on the statements of the complainant himself. He submitted the man had been guilty of no refractory act.  
The Magistrate: He disobeyed the command of his master, a most serious thing on board ship.  
Mr Caldwell submitted the Merchants' Shipping Act provided for his being duly punished for that. This way adopted by the Captain and mate was certainly not the way to punish him. He submitted a case of assault had been made out against the Captain; the case as against the mate he was quite willing to leave with the Court on the statement of the complainant.  
Cap. Thomsen said the charges in this case were not nearly so serious as those in the last, although the Captain appeared to have resorted to rather more extreme measures than were called for under the circumstances. The man was guilty of gross disobedience, and the Captain was quite entitled to deny him his supper, but that in tying him up he did so in a cruel manner was not shown. The man at the wheel did not say so. There was a man at the wheel right on during the night, and the complainant had been in pain, no doubt he would have called out; none of them heard him. He would dismiss the case against the Captain. The conduct of the second defendant had been harsh and cruel to say the least of it, but the charge brought against him in the present case was not of a serious nature and would be met by a fine of ten shillings.  
The Court ordered the complainant in this case also to be discharged, if he so wished.

#### S. S. "PATTERDALE."

##### DISOBEYING LAWFUL COMMANDS.—

##### DESTROYING SHIP'S PROPERTY.

Samuel McCarthy, Edward Miller, John Olrik, James Solan, and John Mercer, firemen British steamer *Patterdale*, were charged by W. E. Bentley, master, for combining to disobey lawful commands and impeding the progress of said vessel from Nagasaki to Hongkong, and also for wilfully destroying ship's property on board the said vessel.  
W. E. Bentley, sworn, said:—In Nagasaki defendants went ashore and laid a case about their beef; the present defendants' complaint then was proved false, and they were fined a week's pay and severely reprimanded. On the 18th we left Nagasaki bound to Hongkong. Solan and Clarke were going round the decks making a boast that as they had got a week's pay deducted from them they would take good care to do no work, and they would make the ship suffer for it. The vessel going through the water depended entirely upon them, and they would make up for it before they got to Hongkong. They said this several times; they were on the deck. On the 20th at 4 a.m. steam went down; Clarke on watch, same day, while Solan was in the stoke-hole, steam went down. I went down to the stoke-hole with the Chief Engineer, Clarke said, "Well if this will not do we will lay up," and asked me for medicine. He said he had cramp. Gave him castor oil when he came off watch; he went aft and put his finger down his throat and threw it all up. Mercer, in the afternoon also said he had a very bad leg and was unable to do any work. He has a varicose vein on his leg; he had it for years. Clarke and he went to their berth and refused to work. Clarke offered two days afterwards, but I would not let him. I had some distressed seamen on board and had engaged them, and had to pay them of course to do these men's work. There was a regular conspiracy among them to prevent the progress of the ship. Everyone on board was cognizant of it. They made no secret of it. Miller was also sick, he complained of piles. I and the mate treated them. Solan also charge them with destroying ship's property. The hands of the chart-room clock were twisted, off and several ropes on-deck, running gear, were cut. There was nothing whatever the matter with any of these men. They had all conspired together and intimidated the others. Other witnesses will speak to this.  
The chief officer, John Stratford, deposed to overhearing Solan threatening on the day they left Nagasaki that they would take it out of the ship yet before she got to Hongkong. Next morning the steam was down in Solan's watch; the chief engineer reprimanded him all the men were sent for to get steam up. Miller and McCarthy had done their work, although he had had to pull one of them (Miller) out of bed to do it. Solan had not been off duty, but had neglected it in letting the steam go down. They had all been complaining of being ill; I had charge of the medicine chest, none of them were really ill. Clarke and Mercer were skulking. Miller has made a statement to me that both Clarke and Solan had abused him for doing his duty and threatened to put a knife into him and so on. Solan who was making a pretence of doing his work told Miller that if he got more steam than he did he would cut his heart out. Miller also said he knows that Solan broke the clock. When they came to know that he was aware of this they further threatened him.  
The chief engineer, Thos. Anderson, generally corroborated the Captain as to steam going suddenly down when the particular men were in the stoke hole, and as to their claiming to be sick.  
J. J. Brown, second mate, corroborated the evidence as to the threats used; the men lying up, as to their not appearing to be sick; and as to steam not being up, at particular times.  
Charles Egin, boatswain, Josiah Boucher, carpenter, likewise corroborated.  
Josiah Boucher, carpenter, said they were a class of men that he had never seen during the last 23 years. They had greatly annoyed him with their noises. Asked what he had heard from the fore-cabin he said: "Well, I hear so much every day I pay no attention to it." This was enough for the Court; he was ordered to stand down.  
The donkey man, Johnson, heard Solan and Clarke say they would not get steam, even were they able to.  
McCarthy said he was innocent of this charge. He was at his duty all the time. He never refused to turn on.  
The Captain said he admitted this first man was only a tool in the hands of the others. He had been intimidated by the ringleaders. But he (the Captain) could not charge one without the whole.  
The Magistrate said he certainly did not follow the complainant in what he had just said; there was no reason in the world why he should charge the innocent with the guilty. If this man had been intimidated that was his misfortune not his fault. The only evidence given about this man was that he was at his work all the time.—Discharged.  
Miller produced a doctor's certificate from a man-of-war surgeon at Nagasaki, and explained that he did not want to go down to the stoke-hole at first as he thought it might prevent his getting better.—Discharged.  
Clarke and Solan went into long rambling statements as to their illnesses and the attention paid to their weak state &c., the former being most pathetic on his apapans of cramp in the stomach. They were told that they had been proved to be the ringleaders and were fined \$5 each, or a week's imprisonment.  
Mercer, the other defendant, an old man who spoke very poor English, said he was not strong enough to work in that ship and wanted his discharge. This, he was told, he could not have. He would have to pay \$2 fine or go to gaol for four days. All the fines were paid by the Captain.  
Clarke wanted to have the law about the Captain putting down more charges against them than the Consul had ordered.  
The Court told him that would be arranged when they were paid off.

#### Police Intelligence.

##### (Before C. F. O'neagh, Esq.)

##### Monday, Sept. 29.

##### THEFT OF A JACKET.

Tam A-mun was charged with stealing a jacket valued at 20 cents, from one Cheong A-fo, an earth cooler employed by the Government contractor. Sentence.—four months' imprisonment with hard labor.  
THE SWINDLING "BROKER OF MANKIND."  
Chan A-kin, a widow woman 35 years of age, was charged with conspiring with one Lam to obtain the sum of \$22 by means of false and fraudulent pretences on the 21st September. The case was reported on Friday as now heard.  
Kwong A-fuk stated: I live a few doors from defendant in Tuk Hing Lane. On 22nd instant in the morning, I saw the complainant quarrelling with defendant and another woman outside the defendant's door. They were quarrelling about some money. I knew complainant before and asked what was the matter. He said the two women had tried to cheat him out of \$22. They said if he came next day they would pay him. Next day I saw the defendant come again, but she refused to pay the money. I did not see the other woman then.  
Complainant re-called:—Mrs Lam was in the defendant's house on the 23rd, but not on 24th instant when I went there.  
Cheung A-way, P. C. 186, stated:—About 12.15 p.m. to-day when I took defendant out of gaol, she said to me, "If you do not get witnesses to give evidence against me, I will give you \$4." I told her I was a Constable and must obey my orders.  
Defendant wished to add nothing to her former statement.  
The Magistrate sentenced her to three months' imprisonment with hard labour and ordered her to pay \$22 arrears to complainant, in default, three months' further imprisonment with hard labour; further, defendant on her release from Gaol to find security in \$25 to be of good behaviour for six months, in default to be committed.  
[The rest of our Police is held over.]

#### NEWS IN ADVANCE OF THE

##### FRENCH MAIL.

We have to hand, through the courtesy of Captain Gasson of the *Glenearn*, home papers of later date than last mail and up to Aug. 23rd, from which we give underneath several interesting cuttings. From the Singapore papers to hand by this opportunity we cut some important telegrams, and from the *Straits Times* mail "Extra" we give the Indian telegrams, which are of greater interest than usual:—

#### TELEGRAMS.

London, Sept. 17.—The telegrams published by the *Times* and *Daily Telegraph* are entirely unimportant.  
Further details show that the outbreak at Kabul was unpremeditated.  
Simla, Sept. 18.—The survivors of the escort state that the attack on the residency was not premeditated.  
Communication between the Khyber Pass and Kabul is interrupted by the frontier tribes.  
The advance is delayed on account of the difficulty of transport.  
The strength of the Khyber and Kurram columns is 12,000 each.  
London, Sept. 19.—The *Standard* publishes a telegram, which states that the troops at Herat have mutinied and massacred the civil and military authorities.  
London, Sept. 19.—Advices from the Cape dated 2nd instant, state that Cetewayo and a few followers, being in a most prostrate condition, surrendered without resistance. He was brought in to Ulundi, thence to Greytown. His ultimate destination is at present unknown.  
Sir Garnet Wolseley announced at a gathering of the Chiefs that Zululand is now to be divided into three parallels, each under a white resident.  
Simla, Sept. 20.—The report of the outbreak of a mutiny at Herat is confirmed.  
Simla, Sept. 21.—The Afereidis and other Khyber pass tribes have guaranteed the safety of their portions of the road to Kabul. General Roberts' force will shortly advance.  
Simla, Sept. 2.—From Kabul a serious engagement is reported between some irregular Ghilzi levies and Lozarahs near Kheleti-Ghilzi. The levies, who were employed by the Afghan Governor, worsted, and lost a number of men. From Kabul, August 13th, news has been received from Afghan Turkistan, that the Amir of Bukhara, in consideration of the Afghan Government's intention to coerce the rebels in Badakshan, has abandoned the intention of sending troops in that direction. The Amir of Bukhara is at Karshi, awaiting the arrival of a Russian Prince, said to be the son of a sister of the Czar. Some Michni Mohmands have paid a visit to Kabul. It is stated that the Amir told them disintently he had nothing to do with them.  
Simla, Sept. 6.—The officer at Dezan in Beluchistan reports that on the 30th ult., a sudden flood occurred at Mach. The paymaster and transport offices were caught in the stream and washed away. Six lives were lost and about 5,000 rupees. All the bodies and most of the office records have been recovered, but the money is still missing. Search is being made daily. A crowded meeting has been held by the Indian Association for the purpose of thanking Mr Bright for his services.  
Simla, Sept. 6.—Late on the night of the 4th a Ghilzi messenger reached Ali Kheyl, having come at full speed from Kabul, and reported to Captain Conolly, the political officer at Ali Kheyl, that the British Residency at Kabul had been attacked by several Afghan regiments who had mutinied for their pay. He said that the Embassy escort were defending themselves.  
The intelligence reached the Government at Simla early on the morning of the 5th, and orders were at once issued to General Massey at Ali Kheyl for an immediate movement upon Shatargarden, while General Roberts was instructed to start to Peshawar to take command of the troops and make an immediate advance on Kabul. General Stewart was ordered by telegram to hold Kandahar. All the troops on that line now under orders to return to India are directed to concentrate again on Kandahar. The British forces in the Khyber are to prepare for operations by Jellalabad when reinforced. On the night of the 6th Captain Conolly telegraphed the substance of the letters received at Ali Kheyl from the Amir himself, stating that certain Afghan regiments had already shown strong symptoms of mutiny against the Amir and had assembled at Bala Hissar to receive arrears of pay which they demanded. They suddenly broke out into violent mutiny and stoned their officers; they next made an attack upon the British Residency inside Bala Hissar, but were received by a heavy and effective fire from the British escort. A city mob poured into Bala Hissar, plundered and destroyed the Amir's arsenal and magazine stores, and joined the mutineers in attacking the Residency in overwhelming numbers. The Amir was taken entirely by surprise. It appears that he used every endeavour to control the tumult and sent envoys for assistance to General Dood Shah, who approached the Residency. He was attacked, unhorsed, and is said to be dying from his injuries. The attack and defence, it appears, continued all Wednesday evening, when the Residency took fire. On Thursday morning the Amir, writing in a tone of the greatest distress and anxiety, said that he himself was besieged and had no certain news of the fate of the British officers, nor is it yet known what has become of them. General Roberts leaves Simla this afternoon to assume command of the force immediately directed on Kabul, and will be speedily reinforced and supported.  
London, Sept. 7.—The meeting of the Czar and the Emperor of Germany at Alexander was of a most cordial nature and visits were exchanged.  
Serious floods have taken place at St. Petersburg, causing great damage.  
The Russian Ambassador at the Porte, Prince Lobanow Kossowky, has been ap-

pointed Russian Ambassador to the Court of St. James.  
Simla, Sept. 7.—The troops recalled from Pishin have already occupied Kandahar. The Amir has asked for our assistance. Budoahkhan Shetgin, the chief who holds the country beyond Shatargarden, has offered his services. Captain Conolly reports all quiet up to Shatargarden and beyond yesterday.  
Lahore, Sept. 7.—Seven sowars who are survivors state that the British party died fighting desperately. Bala Hissar is utterly destroyed by the mutinous Afghans. The British advance is postponed from the 9th for want of transport.  
Colonel Baker commands the Brigade for the Koorum Valley. Colonel MacGregor is chief of the staff of General Roberts.  
Rajmundry, Sept. 8.—A party of Ganjam police, under Inspector Meredith, and accompanied by Captain Macdonell the political officer, have succeeded in crossing the Elluru river at night on elephants. They attacked a number of rebels under the Jampa Pandhri, near Damudugoo. Three rebels were shot and some wounded; five were taken prisoners, and thirteen guns, five swords, some police clothing, and a quantity of gunpowder, were captured. The rebels had waited for three days on the banks of the river, intending to shoot the police as they crossed, and to have taken their provisions, which they are much in need of.  
Bombay, September 8.—Special telegrams to the *Times* of India state that the Amir's son has been stoned to death. It is rumored that Major Cavagnari's body has been found at Kabul. The insurgents have called upon the Kandahar people to join in a general rising.  
Lahore, September 8.—The 81st and 83rd Regiments are ordered to Alikheyl, and the 31st and 13th Native Infantry to Koorum. Sir A. Kennedy has been appointed to the supreme command of the transport arrangements. The defenders of the Residency perished by fire.  
The mutinous troops, after sacking the city, left Kabul, and their destination is not known. No movements beyond Shatargarden are possible before the end of the month.  
General Sir Sam Browne has left for Bombay.  
There has been heavy rain during the last fortnight. The prospects of the paddy harvest are good.  
London, September 8.—Lord Cranbrook, on the receipt of the news of the Kabul disaster, immediately returned to London. The London press, in discussing the news, call for a severe punisment for the outrage and agree in the necessity of a marco to Kabul. The *Times* urges that the outrage creates no new situation and is no argument in favour of Afghan annexation. The *Standard* suspects Russian intervention.  
London, Sept. 9.—Sir Stafford Northcote, speaking yesterday at a Conservative meeting at Exeter, at which he introduced his son as a further Conservative candidate for North Devon, expressed his deep sorrow at the untimely death of Sir Louis Cavagnari and others of the British embassy at Kabul. They were, he said, the victims of fanatic fury, which they resented with courage and determination worthy of Englishmen. The death of Sir Louis Cavagnari was a great loss to the nation. British troops would doubtless be shortly nearing Kabul, where they would speedily restore tranquillity. The Amir, he said, was apparently entirely faithful to the British, but it would be premature to judge of the circumstances of the revolt until the receipt of later intelligence. Consols closed at 97½.  
Simla, Sept. 9.—The bearer of the Amir's letters stated, that the dead bodies of the envoy, staff, and escort were seen at the Residency. The defence was very stubborn, and the loss of the Kabulees heavy, roughly estimated at a hundred or more. Finding they could not storm the place, the mutineers set fire to the doorway below. That gave way and they swarmed in to the upper stories, overwhelmed the defenders, and sacked the Residency. Sardar Sher Ali Khan, Governor of Kandahar, being informed of the event at Kabul, expressed his absolute devotion to the British Government and offered to raise a contingent among the Doodranes and march to Kabul with the British force if sent from Kandahar.  
London, Sept. 10.—Lord Cranbrook presided at a meeting of the Indian Council yesterday, and afterwards proceeded to Hinghaden to consult with Lord Beaconsfield. He will return to London tomorrow. The *St. Petersburg Gazette* urges the partition of Afghanistan between England and Russia.  
The transport *Serapis* has sailed from Portsmouth for India.  
London, Sept. 10.—It is stated that the 5th and 30th Regiments of infantry have been ordered to India, and that several batteries of artillery are also preparing for the same destination.  
Bombay, Sept. 10.—A special telegram to the *Bombay Gazette* from London states that the English press are unanimous in demanding that signal retribution shall be exacted for the Kabul massacre, and that Afghanistan shall henceforth be placed under thorough subjection. Confidence is expressed that Lord Lytton will speedily avenge Major Cavagnari's death. The continental press have ascribed the outbreak to Russian intrigue. No Cabinet Council has yet been summoned. It is stated here that no special correspondents will be permitted to accompany General Roberts' column.  
Simla, Sept. 10.—A telegram from Ali Kheyl on the 9th states that an Afghan who constantly visited the Envoy confirms the previous accounts and highly extols the stubbornness of the defence, and the gallantry of the British officers. He upbraids the cruelty and cowardice of the Kabulees in murdering their guests. There were twelve regiments implicated. First the gateway leading to the Residency courtyard was burst open, but the escort made such a resolute stand with their rifles and sword bayonets that their assailants were checked. However, the latter then set fire to the house, and the defenders, charging with sword in hand, were all slain and the place completely wrecked. The loss of Kabulees, including the city people, is stated to be about 210. A guard of the Guides cavalry was out with grass cutters and escaped, but it is not known where they are. The Amir is terribly perplexed and confused at the reproach to his name by his regiments getting beyond his control. Nawab Sir Gholam Hassan Khan is expected on the 7th. The Amir intends making excuses to him. There is a rumour that some sepoy who were taken are still alive. The Queen-Emress has telegraphed to the Viceroy an expression of Her Majesty's deep concern at the news of the Kabul

disaster and the loss of Major Cavagnari and the Embassy, and her heartfelt sympathy with the families concerned.  
Simla, Sept. 10.—Colonel Hugh Gough has taken the command of the Koorum communication, with Lieutenant-Colonel Heathcote as assistant. Colonel T. Gordon commands the Koorum, with Captain Grant, of the 78th.  
HOME ITEMS.  
The *Times* (August 20) says it would seem as if we were about to emerge from the long season of eclipse that has so painfully overshadowed our commercial prosperity. We have now had five years without a break to relieve the monotony of gloom, and the promise of returning prosperity that now dawns upon us comes from the United States. The evidence is multifarious of resuscitated activity in the West. A confession that the fluctuations of our prosperity in the future must depend more upon external causes than upon our own conduct, may perhaps be seized upon by those who want to turn back the current of our economic policy. They will urge that the admission is a condemnation of free trade. No deduction could be more unfounded. We did not avoid fluctuations in prosperity in the days when the principles of protection were accepted in Parliament. On the contrary, they were as acute then as now, and they recurred with even greater frequency, since their return depended upon the variations of nature in our own untrustworthy climate. Free trade has relieved us from this dependence; and it has immensely increased our population and our wealth; nor have we yet reached the limits of extension of our industry and commerce. However unfavourable appearances may be at present, it is quite certain that what we have done will by-and-by be supplemented by the action of other nations. A time of stagnation is the opportunity of fools. We are emerging from it, and with it the delusions of the night will vanish. The reactionary attempts in France in the direction of protection will be effectually neutralised, and the triumph of Prince Bismarck in Germany be undermined; while the agitation which struggled to make head in England will disappear.  
GERMANY AND AUSTRIA.—The *Standard* correspondent to Vienna telegraphs that at the recent meeting of the Emperor William with the Emperor of Austria at Gastein, a friendship was assured between the two Governments, and an approach made in respect to their foreign policy which will have an immense influence upon the future relations of the German-speaking nations with Russia, and with the Balkan Peninsula.  
THE NEW ACT ON "PUBLIC PROSECUTIONS."  
The Act passed in the recent session providing for the prosecution of offences in England has been printed, and will come into operation on January 1 next. The Secretary of State is empowered to appoint an officer, to be called the "Director of Public Prosecutions," with a salary not exceeding £2,000 a year, whose duty it will be, under the superintendence of the Attorney-General, to institute and carry on criminal proceedings, and to give advice and assistance to officers and other persons respecting the conduct of the same under regulations to be made. There is to be an office established as "Director," and other officers may be appointed. In the event of the Director abandoning a prosecution the aggrieved party may proceed. The Attorney-General may, with the approval of the Lord Chancellor and Secretary of State, make "regulations" to carry out the Act, and they are to be laid before Parliament.  
THE NEW LAW ON THE SALE OF FOOD, &c.  
The new statute to amend the Sale of Food and Drugs Act, 1875, has been issued, and has immediate operation. It is now enacted that in any prosecution it is no defence to allege that the purchaser, having bought only for analysis, was not prejudiced. An officer of health, inspector, or constable may obtain a sample of milk at the place of delivery to submit the same to an analyst, and a refusal to supply milk for analysis subjects the offender to a penalty not exceeding £10. The principle of the Act is extended to sales in the streets. A reduction is to be allowed of 25 deg. under proof for brandy, whisky, or rum, and 35 deg. for gin.

#### Quotations.

##### HONGKONG, September 29.

OPIUM.—New Pa'na, cash, \$532½  
" Old, cash, —  
" New Benares, cash, 517½  
" Old, cash, —  
" New Malwa, credit, 720  
" Allowance, Taels, —  
" Old Malwa, credit, 780  
" Allowance, Taels, —

#### Exchange.

Bank, Wire, ... 3/8  
" Demand, ... 3/8  
" 30 days' sight, ... 3/8  
" 4 months' sight, ... 3/8  
Credits, 4 ... 3/8  
Documentary, 4 months' sight, 3/8  
India, Wire, ... 220½  
" demand, ... 221½  
Shanghai, demand, ... 72½  
" 30 days' sight, ... 73½  
Gold Leaf, 99½ fine ... 27.60  
Sovereigns, ... 5.38

#### Shares.

Hongkong Bank, 52½ prem., sellers.  
Union Ins. Society of Canton, \$1,325, buyers.  
China Traders' Ins. Co., \$1,375, sellers.  
North China Ins. Co., Tls. 1,250  
Yangtze Ins. Assoc., Tls. 725, buyers.  
Chinese Insurance Co., \$300, sales.  
H.K. Fire Ins. Co., \$780, sales.  
China Fire Ins. Co., \$195 nominal.  
H.K. & W. Dock Co., 15½ prem.  
H.K. O. M. S. Boat Co., \$11 prem., sellers.  
Shanghai Steam Navigation, Tls. 11  
China Coast St. Nav. Co., Tls. 87  
Hongkong Gas Co., \$70  
Hongkong Hotel Co., \$65  
China Sugar Refining Co., \$167  
Chinese Imperial Loan of 1874, not do. of 1877.

#### Temperature.

(Taken at Messrs Palmer & Co's, Queen's Road, 29.)  
HONGKONG, Sept. 30 136  
BAROMETER—9 A.M. ... 30.075  
Do. 1 P.M. ... 30.054  
Do. 4 P.M. ... 83  
THERMOMETER—F.M. ... 86  
Do. 4 P.M. ... 84  
Do. (in bulb) 9 A.M. ... 80  
Do. Do. 1 P.M. ... 81  
Do. Do. 4 P.M. ... 88  
Do. Maximum ... 88  
Do. Minimum previous night ... 80



## To Let.

## STORAGE.

GOODS RECEIVED ON STORAGE in GODOWNS in PEDDAR'S WHARF BUILDINGS, at Moderate Terms.

Apply to G. R. LAMBERT.

Hongkong, August 9, 1879.

## TO LET.

FIRST-CLASS GODOWN on the Praya.

Apply to VOGEL & Co.

Hongkong, July 28, 1879.

## TO LET.

ON MARINE LOT No. 65, FIRST-CLASS GRANITE GODOWNS.

Apply to MEYER & Co.

Hongkong, July 26, 1879.

"ROSE VILLAS"—FURNISHED OR UNFURNISHED.

BONHAM ROAD.

WITH Large TENNIS LAWN.

Apply to SHARP & DANBY,

No. 6, Queen's Road Central,

late Messrs E. D. SASSOON & Co.

Hongkong, May 10, 1879.

## TO LET.

HOUSE No. 7, PEDDAR'S HILL.

DAVID SASSOON, SONS & Co.

Hongkong, April 29, 1879.

## NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE.

ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND MARSEILLES.

ALSO, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON TUESDAY, the 30th September, 1879, at Noon, the Company's S. S. IRAQUADY, Commandant MAE, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 29th September, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, September 17, 1879.



STEAM FOR SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUEZ, MALTA, BRINDISI, ANCONA, VENICE, MEDITERANEAN PORTS, SOUTH-AMPTON, AND LONDON; VIA BOMBAY.

ALSO, BOMBAY, MADRAS, AND CALCUTTA.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship KHIVA, Captain G. LEE, will leave this on SATURDAY, the 11th October, at Noon.

Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to A. MOLLER, Superintendent.

Hongkong, September 24, 1879.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE.

IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES.

AND ATLANTIC STEAMERS.

THE S. S. GAELIC will be despatched for San Francisco via Yokohama, on WEDNESDAY, October 22nd, 1879, at 3 p.m., taking Cargo and Passengers for Japan, the United States, Mexico, Central and South America, and Europe.

Connection is made at Yokohama, with steamers from Shanghai.

Freight will be received on Board until the 21st October. PARCELS and CARGO will be received at the Office until the same day; all Parcel Packages of value marked to address in full; value A Required.

REDUCTION is made on RETURN PASSAGE.

Consular Invoices to accompany Overland Cargo, should be sent to the Company's Office addressed to the Company's Agents, San Francisco, the Collector of Customs, San Francisco, the Collector of Customs, San Francisco, the Collector of Customs, San Francisco.

For further information, apply to the Company, No. 37, Queen's Road Central.

H. M. BLANCKARD, Acting Agent.

Hongkong, September 27, 1879.

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 1st October, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

REDUCTION is made on RETURN PASSAGE TICKETS.

Freight will be received on board until 4 p.m., the 30th September. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, September 8, 1879.

## Intimations.

YANGTSE INSURANCE ASSOCIATION.

## NOTICE.

IN accordance with the Articles of Agreement, the Directors have declared a DIVIDEND to POLICYHOLDERS for the FIFTEEN MONTHS ending 31st December 1878, of THIRTY-THREE PER CENT. on the NET PREMIA CONTRIBUTED, payable at our OFFICE on and after the 15th instant.

POLICYHOLDERS are requested to send in particulars of their Contributions.

By Order of the Directors,

RUSSELL & Co., Agents.

Hongkong, May 5, 1879.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above COMPANY are requested to furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the SIX MONTHS from January 1st to June 30th 1879; in order that the DISTRIBUTION of the PORTION of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & Co., General Managers.

Hongkong, July 24, 1879.

MITSU BISHI LINE.

FORTNIGHTLY COMMUNICATION WITH YOKOHAMA.

COMMENCING with SATURDAY, the 13th October, and every SECOND SATURDAY thereafter, at 4 p.m., the Steamship "NIGATA MARU," OR "TAKASAGO MARU," Will be despatched for YOKOHAMA via KOBE.

MITSU BISHI MAIL S.S. Co.

September 12, 1879.

## NOTICE.

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD OF UNDERWRITERS.

ARNHOLD, KARBERG & Co.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

Agents, ARNHOLD, KARBERG & Co.

Hongkong, Sept. 3, 1879.

## Insurances.

SWISS LLOYD TRANSPORT INSURANCE COMPANY OF WINTERTHUR.

INSURANCES granted on MARINE RISKS to all parts of the World.

MEYER & Co., Agents.

Hongkong, June 3, 1879.

SCOTTISH IMPERIAL INSURANCE COMPANY.

## FIRE AND LIFE.

INSURANCES against FIRE granted at Current Rates. Considerable Reduction in Premium for LIFE Insurance in China.

MEYER & Co., Agents.

Hongkong, June 2, 1879.

## Insurances.

CHINESE INSURANCE COMPANY, (LIMITED.)

## NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profit, are distributed annually to Contributors whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

J. BRADLEE SMITH, Secretary.

Hongkong, December 9, 1878.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Undersigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co., Agents.

Hongkong, January 1, 1874.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE, Secretary.

Hongkong, November 1, 1871.

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling of which is paid up £100,000 " Reserve Fund upwards of £120,000 " Annual Income £250,000 "

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 15, 1868.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section. 1. From Green Island to the Gas Works. 2. From Gas Works to the Novelty Iron Works. 3. From Novelty Iron Works to the Harbour Master's Office. 4. From Harbour Master's to the P. and O. Co.'s Office.

Section. 5. From P. and O. Co.'s Office to Peddar's Wharf. 6. From Peddar's Wharf to the Naval Yard. 7. From Naval Yard to the Pier. 8. From Pier to East Point.

Vessel's Name.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>						
Atholl	Brit. str.	922	Sept. 10	Geo. R. Stevens & Co.	Singapore	To-day
Bellona	Ger. str.	780	Sept. 28	Meyer & Co.		
Bombay	Brit. str.	740	Feb. 12	Kwok Acheong		
City of Peking	Amer. str.	6070	Sept. 16	P. M. S. S. Co.	Yama & San Francisco	Mails, 1st pr.
Craglands	Brit. str.	709	Sept. 16	Russell & Co.	Saigon	10th, daylight
Douglas	Brit. str.	864	Sept. 26	Douglas LaPraik & Co.	Coast Ports	1st, daylight
Emeralda	Brit. str.	395	Sept. 28	Russell & Co.	Amoy	To-day
Fame	Brit. str.	117	Sept. 24	C. K. & W'poo Dock Co.		Tug Flying
Gaelic	Brit. str.	1712	Sept. 24	O. & O. S. S. Co.	Yama & S. F. Co.	22nd pr.
Glenearn	Brit. str.	1450	Sept. 26	Jardine, Matheson & Co.	Shanghai	1st pr.
Ironadaddy	Foh. str.	2558	Sept. 26	Messageries Maritimes	Marseilles, &c.	To-morrow
Menmuir	Brit. str.	2000	Sept. 27	Chib, Livingston & Co.	Australian Ports	9th pr.
Nestor	Brit. str.	1435	Sept. 29	Butterfield & Swire	London, &c.	To-morrow
Norna	Brit. str.	693	May 31	Kwok Acheong		Coast Dock
Olympia	Ger. str.	783	Sept. 26	Landstein & Co.		
Pattendale	Brit. str.	885	Sept. 27	Jardine, Matheson & Co.		
Sea Gull	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Sunda	Brit. str.	1029	Sept. 24	P. & O. S. N. Co.		
Tanais	Foh. str.	1000	Sept. 27	Messageries Maritimes		
Thales	Brit. str.	820	Sept. 19	Geo. R. Stevens & Co.		
Zamboanga	Span. str.	651	Sept. 25	Remedios & Co.		
<b>Sailing Vessels</b>						
Adelaide Norris	Amer. bge.	719	Aug. 11	Vogel & Co.	New York	
Adolph	Ger. bge.	867	Sept. 18	Wielser & Co.	Hamburg	
Agnes Muir	Brit. sh.	851	July 26	Meyer & Co.	San Francisco	
Alexander Yeats	Canad. sh.	1598	Sept. 8	Russell & Co.		
Alva	Port. sh.	632	Aug. 31	Brandao & Co.	San Francisco	
Antioch	Amer. bge.	646	Aug. 7	Vogel & Co.		
Bua Pan	Amer. sh.	575	Aug. 31	Xuen Fat Hong		
Chateaubriand	Foh. bge.	387	Sept. 21	Carlowitz & Co.		
Chocola	Brit. bge.	284	July 21	Adamson, Bell & Co.		For Sale
Ebenzer	Brit. sm. sh.	318	Aug. 24	Melchers & Co.	Tientsin	
Edward Barrow	Brit. bge.	958	June 26	Vogel & Co.	Hamburg	
Excelsior	Amer. bge.	583	Aug. 24	Russell & Co.	New York	
Fabius	Brit. sh.	650	Sept. 26	Kin Tye Loong		
Fetich	Ger. bge.	447	Sept. 26	Eduard Schellhaas & Co.		
Fred. P. Litchfield	Amer. bge.	1065	July 11	Russell & Co.	New York	
Glamorganshire	Brit. bge.	457	Sept. 21	Vogel & Co.	New York	
Gustav	Ger. bge.	607	Sept. 22	Simsen & Co.		
Gylding	Brit. sh.	240	Sept. 12	Simsen & Co.	Cape Town	
Hans	Ger. bge.	310	Sept. 11	Vogel & Co.	Hongkong	
Hermann	Ger. bge.	444	Aug. 7	Wielser & Co.	Foochow and Cape	
Hermine	Ger. bge.	280	Sept. 22	Jardine, Matheson & Co.		
Highlander	Amer. sh.	1359	June 18	Vogel & Co.		
Homewood	Brit. bge.	1124	Sept. 28	P. & O. S. N. Co.	New York	P. & O. Wharf
J. A. Borland	Amer. bge.	670	July 26	Vogel & Co.		
Jacobine	Ger. bge.	417	Sept. 11	Simsen & Co.		
Johann Smidt	Ger. bge.	433	Sept. 24	Melchers & Co.		
John Potts	Brit. bge.	374	Aug. 26	Butterfield & Swire	Sydney	
Julius Dafaure	Brit. bge.	434	Aug. 20	Ian Kung Ho	London	
Kalaja	Russ. bge.	690	Aug. 18	Vogel & Co.		
Kirkland	Brit. bge.	453	Sept. 21	Wielser & Co.		
Lota	Brit. bge.	472	Sept. 12	Arnhold, Karberg & Co.	London	